



Planning Division

129 North Second Street, 2nd Floor Yakima, Washington 98901

(509) 575-6183 • Fax (509) 575-6105

www.buildingyakima.com • www.ci.yakima.wa.us/services/planning/

NOTICE OF DECISION

Compliance with the Washington State Environmental Policy Act (SEPA)
March 30, 2012

On March 7, 2012 the City of Yakima, Washington issued a Notice of Application and Environmental Review regarding a SEPA Environmental Checklist submitted by the Yakima School District. This review concerns the environmental analysis for the modernization and expansion of the existing Davis High School buildings and campus located in the vicinity of 212 South 6th Avenue.

Parcel number(s): See attached MDNS

City File Number: SEPA#005-12

Following the required 20-day public comment period, and consideration of all comments received, the City of Yakima has issued the enclosed SEPA Threshold Decision.

The SEPA decision may be appealed within 14 calendar days following the date of mailing. The appeal period ends at 4:30 pm on April 13, 2012. Appeals must be in writing and on forms available from the City of Yakima Planning Division, 129 North 2nd Street, Yakima, Washington. The fee of \$580.00 must accompany the Appeal Application.

For further information or assistance, you may wish to contact Christine Wilson, Assistant Planner at (509)576-6736, or e-mail to cwilson@ci.yakima.wa.us.

Joan Davenport
Planning Division Manager

Notice of Decision Mailing Date: March 30, 2012

Enclosures: SEPA Determination of Nonsignificance
Site Plan and Mailing Map

CITY OF YAKIMA, WASHINGTON

**WASHINGTON STATE ENVIRONMENTAL POLICY ACT
MITIGATED DETERMINATION OF NONSIGNIFICANCE**

March 30, 2012

Project Description: The project concerns the modernization and expansion of the existing A.C. Davis Senior High School buildings and campus. New building additions will increase the school's size to approximately 328,000 square feet on various levels. Construction will include partial and full demolition of some existing buildings, and a combination of new construction and modernization of the existing buildings. Variances to the maximum 35 foot building height are requested for two proposed buildings near 7th and Walnut Avenues, and also the existing auditorium in order to retain its non-conforming height following modernization.

Traffic and parking proposals include the vacation of portions of S. 7th Ave., West Spruce Street, and an alley between 6th and 7th Avenues. A skybridge and pedestrian courtyard are proposed on vacated 7th Avenue. An Administrative Adjustment to the required number of parking spaces from 1358 to 398 on-site spaces and an adjustment to the site screening standard along the alley between 7th and 8th Avenues is also requested. In addition, the Yakima School District is working with the City of Yakima Parks and Recreation Division for improvements to Lion's Park, which include the addition of parking and replacement of the existing tennis courts. No current or future modifications are proposed to the existing trolley tracks that run through 6th Avenue.

Proponent: Yakima Public Schools
Location: 212 South 6th Avenue.
Parcel No(s): 181324-42481, 181324-42482, 181324-42483, 181324-43400,
181324-43401, 181324-43402, 181324-43403, 181324-43404,
181324-43405, 181324-43407, 181324-43429, 181324-43430,
181324-43442, 181324-43443, 181324-43444, 181324-42452,
181324-44406, 181324-44432, 181324-42426
Lead Agency: City of Yakima, Washington
File Number: SEPA #005-12

DETERMINATION: The City of Yakima, as lead agency for this proposal, after reviewing a completed environmental checklist and other information on file with the lead agency has determined that the project will not have a probable significant adverse impact on the environment, and an environmental impact statement (EIS) will not be required under RCW § 43.21C.030 (2)(c). The information relied upon in reaching this determination is available to the public upon request at the City of Yakima Planning Division.

IDENTIFIED ENVIRONMENTAL IMPACTS & MITIGATION MEASURES:

This Mitigated Determination of Nonsignificance (MDNS) is hereby conditioned upon the following mitigating measures, as authorized under WAC 197-11-660, YMC § 6.88.160 and the Yakima Urban Area Comprehensive Plan, which contains goals, policies and regulations which provide substantive authority to require mitigation under the State Environment Policy Act.

FINDINGS

A. Yakima Regional Clean Air Agency:

1. This site is located within the Urban Growth Area; therefore, no burning is allowed onsite or at any other site.
2. Contractors doing demolition, excavation, clearing, construction, and/or landscaping work on this project must file a dust control plan with the Yakima Regional Clean Air Authority (YRCAA) and get approval, prior to the start of any work.
3. Notification of Demolition and Renovation (NODR) application must be filed with YRCAA and the appropriate fee should be paid. Prior to demolishing any structures an asbestos survey must be done by a certified asbestos building inspector. Any asbestos found must be removed by a licensed asbestos abatement contractor.

B. State of Washington Department of Ecology:

1. Water Quality: The NPDES Construction Stormwater General Permit from the Washington State Department of Ecology is required if there is a potential for stormwater discharge from a construction site with disturbed ground. This permit requires that the SEPA checklist fully disclose anticipated activities including building, road construction and utility placements. Obtaining a permit is a minimum of a 38-day process and may take up to 60 days if the original SEPA does not disclose all proposed activities. The permit requires that a Stormwater Pollution Prevention Plan (Erosion Sediment Control Plan) is prepared and implemented for all permitted construction sites. These control measures must be able to prevent soil from being carried into surface water (this includes storm drains) by stormwater runoff. Permit coverage and erosion control measures must be in place prior to any clearing, grading or construction.
2. Water Resources: The water purveyor is responsible for ensuring that the proposed use(s) are within the limitations of its water rights. If the proposal's actions are different than the existing water right (source, purpose, the place of use, or period of use), then it is subject to approval from the Department of Ecology pursuant to RCW Sections 90.03.380 and 90.44.100.

- C. **Noise**: During project completion, all contractors shall adhere to the City of Yakima's noise regulations regarding hours of operation. These hours are 6:00 am to 10:00 pm Monday thru Friday, and 8:00 am to 10:00 pm weekends and holidays (YMC § 6.04.180).

D. Sanitary Sewer, City Engineering:

The applicant has not submitted a sanitary sewer plan for service at this time. There is an existing 8-inch clay sewer main that runs within the alley right-of-way from West Walnut to Tieton Drive between 5th Avenue and the vacated 6th Avenue. That main or at least the portion from Spruce Street to Pine Street will need to be removed and replaced as the condition of the main is poor and will not allow for any future connection of sewer service. Additionally, the existing 8-inch sewer within West Pine Street is a private line. This will also need to be removed and replaced if it is to be used for the improvements.

E. Streets / Frontage Improvements, City Engineering:

The applicant has proposed improvements to the surrounding streets and intersections. Said improvements shall be subject to final approval by the City Engineer and shall meet, at a minimum, the current design standards of the City of Yakima. Modification of intersections may not be limited to adjacent frontage improvements only. Any improvements such as pedestrian/ADA improvements made on the applicant's side of the roadway may, in the interest public safety and traffic considerations, cause improvements or modifications to the opposite side of the road. These shall include lighting, signing and signalization if determined to be necessary by the city engineer.

F. Yakima Transit:

1. Yakima Transit supports the applicants request to vacate a portion of 7th Avenue. Yakima Transit's Route 2 & 5 travel through the intersection at Walnut and 7th Avenue and the proposed vacation will allow traffic to flow smoother.

2. Yakima Transit supports the Yakima School District's request an adjustment to the parking standard. Commute trip reduction strategies are encouraged for large employers and sites like this. The Yakima School District tries to discourage single-occupancy vehicles by bussing students to the site and they provide monthly transit passes to their students at no charge to the student. Because of this, there are fewer vehicles coming to the site, as well as a reduction in the number of vehicles parking onsite. As a condition to approving the requested adjustment, Yakima Transit requests that the Yakima School District designate onsite carpool parking stalls in areas that are more desirable locations than non-carpool parking spaces. The school district should also consider charging for single-occupant vehicle parking and provide bike racks throughout the campus.

3. Yakima Transit's Routes 2 & 5 travel along Walnut at the north end of the site. There is an existing bus stop and bus pullout on the south side of Walnut between 6th and 7th Avenues. Yakima Transit typically accommodates approximately 25-60 youth both before and after school and a lesser amount throughout the rest of the evening. Currently, there are no passenger shelters to accommodate these students. The existing development and its expansion creates a traffic impact along Walnut Avenue and along 6th and 5th Avenues near the site, especially just before school starts and right after school ends during the weekdays.

4. To adequately serve the proposed development, Yakima Transit requests that the developer install a standard-sized bus pullout as determined by the City Engineer or Traffic Engineer and two passenger shelters along Walnut between 7th and 8th Avenue on the south side of the street east of the alley. The bus pullout should be located as close to the alley as possible to reduce visibility issues for drivers turning out of the parking lot at 7th Avenue. The two passenger shelters should be size 5'x10' and be consistent with a typical Yakima Transit passenger shelter. The shelters need to be placed so as to allow handicap access and meet standard ADA travel (pathway) widths. If adequate right of way doesn't exist to accommodate these improvements, Yakima Transit requests that the School District dedicate an easement or right-of-way for that purpose.

5. There are several reasons for choosing this new location for a bus pullout over the existing location. The existing location is located on a slope and not as

maneuverable during winter weather. There is also very little room for passenger shelters at the existing site. The majority of the riders travel from this site to the east. As ridership increases, Yakima Transit would like to add a bus pullout along the designated stretch of road on the north side of the street. The existing site likely doesn't have adequate right of way with the right-turn lane that the City installed. Also, a pull out at the designated location will have less interference with passing traffic and the right-turn lane. It is anticipated that the existing bus pullout could be reused for emergency vehicle parking.

6. Sidewalks and handicap ramps should be installed along the roads bordering the site for special population group's accessibility to the bus system.

G. A.C. Davis High School Transportation Impact Study conducted by Transpo Group, dated October 2011.

The existing surrounding street system would generally accommodate the changes in travel patterns and anticipated growth; however, consideration should be given to the following mitigation measures and improvements: A.C. Davis High School Transportation Impact Study conducted by Transpo Group, dated October 2011:

1. West Pine Street / South 5th Avenue: Provision of an eastbound left-turn lane along W. Pine Street and a two-way left turn lane along S. 5th Avenue. With this improvement, the eastbound approach would improve to LOS E during the 15-minute AM school peak conditions and LOS D during the 15-minute PM school peak.

2. West Walnut Street / South 6th Avenue: This intersection will be improved when S. 6th Avenue is converted to one-way. These improvements should include re-striping the existing faded channelization including providing a left-turn arrow for the westbound approach of W. Walnut Street and installation of signage for the one-way road. In addition, consideration could be given to providing a crosswalk on W. Walnut Street at the west leg of the intersection and on both legs of S. 6th Avenue.

3. Tieton Drive / South 7th Avenue: Consider adding a marked crosswalk on the west leg of this intersection if future safety issues present.

4. On-Street Parking: If problems arise with growth in student population, implement TDM and parking management strategies. These strategies could include issuing parking permits to students to allow only a portion of the student population to drive to campus. Providing time-of-day restrictions and/or a RPZ for on-street parking.

5. Construction: The School District or contractor should develop a construction management plan and include the following:

- a. Replace parking displaced during each construction phase by procuring temporary parking spaces at nearby lots.
- b. If parking cannot be replaced, employ TDM strategies such as issuing permits and not allowing all students to drive to campus.
- c. Require construction workers to park within the construction area and /or that the contractor procures parking for workers so high school parking is not occupied by workers.
- d. Require construction deliveries and worker arrival and departures to occur outside the school start and dismissal times, so construction traffic does not conflict with high school traffic.
- e. Ensure proper signage to direct student and staff to parking areas and pedestrian facilities.

- f. Notice student and staff on construction activities, areas of campus that are off limits, and appropriate pedestrian and vehicle circulation in and around the campus.

H. Historic and Cultural Preservation:

1. The bronze statue of Justice William O. Douglas that was dedicated in 2004 is located in the central courtyard of A.C. Davis High School. It will be removed and stored during construction, and reinstalled in the same position and location in the school's interior court yard (YSD Environmental Checklist 1/27/12).

2. The original sign from "North Yakima High School" has been kept and preserved off-site by the general contractor that built the last construction project on this site in the 1970's. It will be brought back to this site and placed in a position to be determined (YSD Environmental Checklist 1/27/12).

3. The Naches River Yakima Valley Transportation Company Car Repair Barn is listed on and is a contributing resource within the National register of Historic Places and the Washington Heritage Register Yakima Valley Transportation Company Historic District (1992). The district includes the central facility site (buildings and objects) at South 3rd Avenue and West Pine Street in Yakima, tracks and overhead lines, the Wide Hollow substation, as well as approximately 21 miles of track and associated overhead electrical lines. The YVTC operation consists of several lines providing service between distance points. The Yakima-Selah line is one of these. Others include the Wiley City line and the Gromore line. Nominated property for the Naches River YVTC Car Repair Barn includes the company's rail line, substation, warehouse, storage shed, and Naches YVTC River Bridge (Dept. of Archaeology & Historic Preservation, Inventory Report).

4. YVTC tracks are located in an easement that runs through South 6th Avenue between Pine and Walnut Streets. Some associated trolley wire poles and overhead lines are located on City of Yakima Lions Park and tennis court property and on the YSD Davis campus. The existing trolley tracks will remain in place and no current or future modifications or improvements are included with this proposal. However, YSD is proposing to remove two portions of abandoned track spurs prior to resurfacing 6th Avenue (YDS Type (3) Review written Narrative).

I. Yakima Valley Trolley Association Comments submitted 2/27/12:

1. Contrary to the architect's statement the "trolley system is not currently operational", we make an annual trip to Selah over the track with a gasoline powered vehicle to keep the line open until the overhead wire can be repaired. We anticipate 2012 being the year repairs are finally commenced.

2. Because our poles are hidden in the trees on 6th Avenue, thieves have been able to repeatedly steal our wire by hiding up in the trees at night. In order to prevent this, we need to have our poles relocated to trackside in our 6th Avenue right of way. This should be planned for in the redevelopment. An alternative would be to leave our poles where they presently are, and completely remove the large trees that give the thieves protection. Better lighting should be afforded as well.

3. A couple years ago the City placed poles along the parking lot near the tennis court for our future feeder wire attachment and these poles need to remain, even if the parking lot is reconfigured.

4. When 6th Avenue is excavated, it may be necessary for them to replace some of our ties due to rot. Presently the rails are held in place by the concrete pavement, but when this is opened up, it may be discovered that the underlying ties are rotted away. Provision needs to be made for the possible replacement of the ties.

5. We have no objection to the removal of the unused sections of rail, but ask that all track materials removed in this project be deposited in our yard at 3rd Avenue and Pine Street.

6. I would like your committee to consider the idea of removing all the old trees that line both sides of 6th Avenue between Pine Street and Walnut Street. This would yield a number of benefits: It would completely eliminate the huge problem the trolleys are having with people hiding in the trees at night and cutting our wire down. It would also give the architects a free hand to design the landscaping for the project in any way they want, without having to make it fit the existing tree situation. And it would save many tax dollars by not having to bring the city's arborist in every now and then to prune the trees away from the trolley lines. (Our member Ed Neel recently met with the arborist at the site and the arborist agreed if the trees are not cut down, that he will have to come periodically and prune them for us so that the thieves cannot use them as a base from which to cut our wires down.

J. Response from Chris Waarvick, Director of Public Works 3/9/12:

"Parks and trees being more or less synonymous in the mind of the public, the total removal of the seven trees in question at Lion's Park is not an option that I would offer. After consulting with Randy Murphy, our Parks Division arborist, the City of Yakima believes that sufficient pruning can be accomplished to deny the use of these trees as a means of access for any future wire thieves. In saying this we do realize that periodic pruning will be necessary to maintain a secure distance from your wire(s), but we believe that this is far preferable to their removal. Since your vandalism issue was first brought to our attention during the land use review process for Davis High School, perhaps it needs to be mentioned that because the school district doesn't own these trees, they have no authority or responsibility to address your concern."

YAKIMA URBAN AREA COMPREHENSIVE PLAN

The 2006 Yakima Urban Area Comprehensive Plan designates the future land use for this area as High Density Residential.

MITIGATION MEASURES

1. The proponent will be responsible for the cost of all signs and re-striping related to this project, and shall submit to the City of Yakima Engineering Division, a signage and striping plan for all traffic signs including but not limited to loading zones, one-way traffic, and other required street signage, as well as striping that implements all changes recommended in the Transpo Group Transportation Impact Study for the following streets/intersections:
 - a. West Pine Street and South 5th Avenue
 - b. West Walnut Street and South 6th Avenue
 - c. Tieton Drive and South 7th Avenue marked crosswalks
2. The proponent shall provide the City of Yakima a construction management plan which includes but is not limited to, parking spaces, deliveries, construction storage, excavating, stockpiling and signage.
3. The proponent shall provide the City of Yakima a parking plan for commute trip reduction strategies.
4. Yakima Valley Trolley's, formally Yakima Valley Transportation Company (YVT) has tracks within easements across this project. Said tracks and appurtenances shall be maintained in useable condition at all times. Any work associated with the tracks, wires, and switches shall be coordinated with the City Engineer and the Yakima Valley Trolley's representative Ed Neel (509) [REDACTED]. All work shall be approved by the city Engineer prior to any work being started on this project. Additional reasonable time shall be granted for trolley personnel to inspect work associated or adjacent to the trolley tracks.
5. The proponent shall replace the existing 8-inch clay sewer main that runs within the alley right-of-way from West Walnut to Tieton Drive between 5th Avenue and the vacated 6th Avenue. The existing 8-inch private sewer line within West Pine Street shall also be removed and replaced if it is to be used for the improvements.
6.
 - a. Additional street and frontage improvements shall be required and subject to final approval by the City Engineer and shall meet, at a minimum, the current design standards of YMC Title 12, Development Standards. The proponent shall install a standard-sized Yakima Transit bus pullout and two passenger shelters along West Walnut Avenue between 7th and 8th Avenues on the south side of the street east of the alley. Dedication of right-of-way or an easement shall be required if adequate right-of-way does not exist to accommodate these improvements.
 - b. Modification of intersections may not be limited to adjacent frontage improvements only. Any required improvements such as pedestrian/ADA improvements made on the applicant's side of the roadway may, in the interest of public safety and traffic considerations, cause improvements or modifications to the opposite side of the road. These shall include lighting, signing and signalization if determined to be necessary by the City Engineer.

7. This project is subject to zoning and street vacation review and public hearings. Additional or clarification of mitigations or conditions of approval may result from these supplemental reviews.

Contact Person: Christine Wilson, Assistant Planner, (509) 576-6736 for more information.

☐ There is no comment period for this DNS.

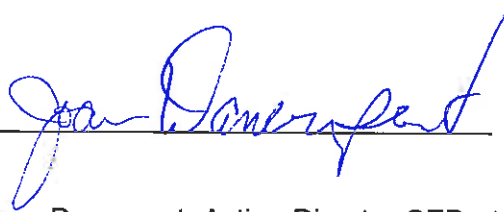
☒ This MDNS is issued after using the optional DNS practice in WAC § 197-11-355. There is no further comment period on the MDNS.

☐ This DNS is issued under WAC § 197-11-340(2); the lead agency will not act on this proposal for 20 days from the date below.

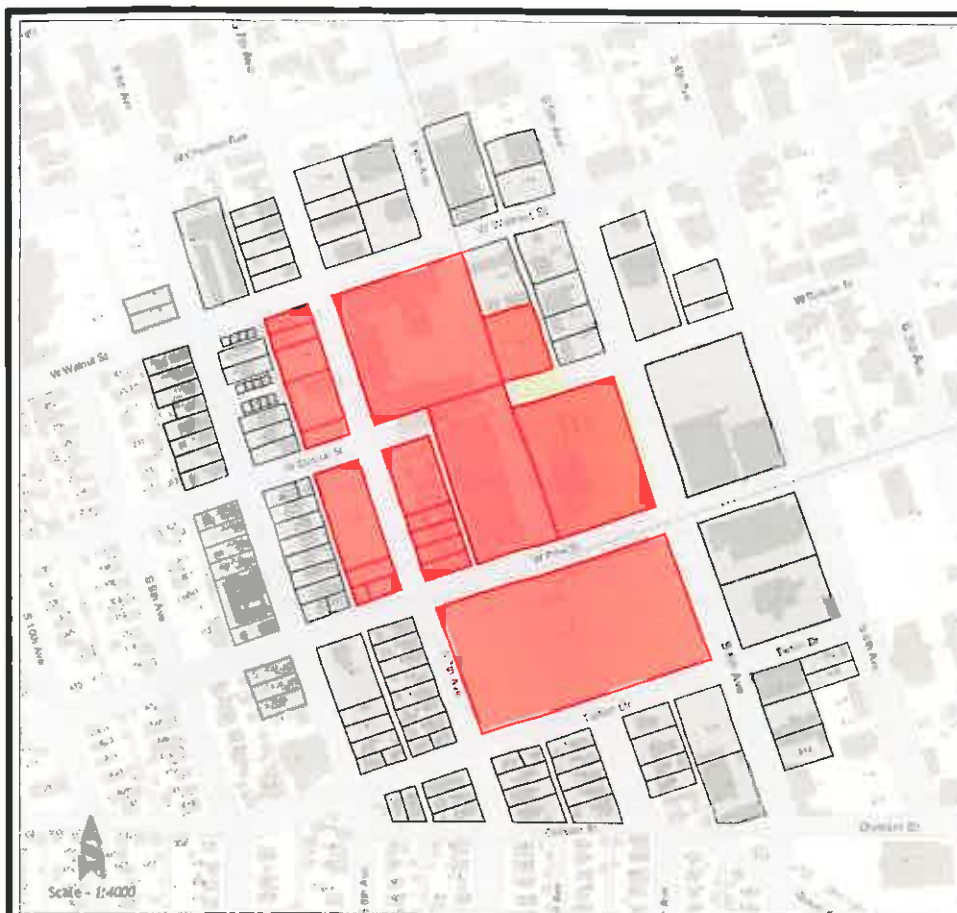
Responsible official: Joan Davenport
Position/Title Acting CED Director/SEPA Responsible Official
Phone: (509) 575-6113
Address: 129 N 2nd Street, Yakima, WA 98901

Date March 30, 2012

Signature



☒ You may appeal this determination to: Joan Davenport, Acting Director CED at 129 N 2nd Street, Yakima, WA 98901, no later than **April 13, 2012** by completing an appeal application form and payment of \$580 appeal fee. You should be prepared to make specific factual objections. Contact the City of Yakima Planning Division to read or ask about the procedures for SEPA appeals.



City of Yakima, Washington

File Number: CL3#002-12, RWV#002-12, VAR#002-12, SEPA#005-12, ADJ#003-12
Applicant: Loofburrow Wetch Architects
Owner: Yakima Public School, Doug Lemon, Richard & Patricia Smith, City of Yakima
Request: A.C. Davis High School Modernization and Additions
Location: 212 South 6th Avenue
Parcel Number(s): 18132442452, 18132443400, 18132443401, 18132443402, 18132443405, 18132443404, 18132443403, 18132444406, 18132442481, 18132442482, 18132442483, 1813244



Contact City of Yakima Planning Division at 509-575-6183
City of Yakima - Geographic Information Services - Tuesday, February 14, 2012

Map Disclaimer: Information shown on this map is for planning and illustration purposes only. The City of Yakima assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any action taken, or action not taken by the user in reliance upon any maps or information provided herein.